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CIRCULATION
WEEK ENDING DEC. 2nd, 1922
11,819

THE PRESIDENT'S MESSAGE.

Dealing with a number of important
matters which have been brought
conspicuously to the attention of the
people, President Harding in his message
to Congress puts due emphasis upon
the situation that prevails as the result
of prohibition. It is notorious, as he points
out, the way in which the law of the
land is disregarded and it remains to
be seen whether there is going to be
respect for the law or whether the law
must be modified. Whether it will be
possible to get a proper enforcement of
the law as the result of the conference
with governors which he is to call in
January. It isn't a case of what the
governors may personally think about
prohibition, for it is to be realized that
there are wet ones as well as dry ones,
and yet in view of the fact that a fed-
eral law exists concerning intoxicants
the proper cooperation of the states in
the enforcement of the law is essential,
and the same is in the case of any other
federal law. The aim of the president
is therefore correct. Either the law
should be enforced, or it should be
changed. The conditions prevailing in
the present time with law enforcement
and bootleg and other liquor being ob-
tainable in most any quantity for the
price is deplorable.

The recommendation for the abolition
of the railway labor board and to have
work transferred to the interstate
commerce commissioner with authority to
enforce its decisions comes as the result
of the recent railroad strike where the
handicaps thrown about the board were
fully disclosed. The task of the law
reversing the railway labor board was
drawn when it was made dependent upon
public opinion to enforce its decisions.

Because of the failure to get child la-
bor legislation constitutionally and be-
cause of the need of checking the in-
fluence of tax-free securities, it is the
belief of the president that constitu-
tional amendments dealing with these
matters should be made, and the need
of such action will be generally recog-
nized.

Likewise will there be approval of his
views concerning the establishment of
stations abroad for passing emigrants,
the legislation which may be necessary
to deal with the alien and the inter-
state and that which will serve to im-
prove the situation of the farmers as to
credit. Particular interest will be aroused
by the investigation which he urges for
that great difference between the price
the farmer gets for his goods and that
at which they are sold.

Timely also is his reference to the
question of motor transportation, and
the general question of transportation
on land and water. It needs rational
control and national treatment.

To those who have been endeavoring
to get this country to dip into Euro-
pean affairs, the president well says
that "we have shirked no duty which
comes of sympathy or fraternity, of
highest fellowship," but we have contrib-
uted "large influence
toward making armed conflict less like-
ly."

The message is one that deals with
the vital questions of the day and
congress if it assumes its responsi-
bility will give them careful considera-
tion and early action in keeping with
their importance. The president has
spoken clearly, pointedly and courage-
ously, actuated only by the national
welfare.

WORTH REMEMBERING.

There are those who go to large cit-
ies and return of tales of what hap-
pened to them, how much they lost and
how fortunate they were to get back.
In addition to all that they saw and
heard.

Most people have been brought to re-
alize the dangers of a big city and
there are those who under the care
that is called for at these times are
entitled to it. It might be possible to
leave your valuables on the back piazza
at home and go away for the summer
without fear of loss, but that doesn't
hold good elsewhere.

And yet because some people labor
under that impression and make it easy
for pickpockets and thieves the super-
intendent of the Boston police has a
used a comprehensive list of "Don'ts"
which contains excellent advice which
is visited or some other city.

Laying emphasis upon the careles-
ness of individuals, and declaring that
the shopkeeper is responsible for the
rich hauls of the pickpockets, Super-
intendent Crowley says:

Don't leave bags and bundles on
counters.
Don't exhibit large sums of money in
public places.
Don't carry more money than you
need.
Don't carry bags dangling from the
arm.
Don't leave bags open.
Don't leave bag or pocketbook in a
telephone booth.

Don't take your mind off your bag
or packages or jewelry while in eleva-
tors, public buildings, crowds in sub-
way, tunnel or theatre lobby.
Don't carry too many bundles in
your hands or arms.

Don't leave baggage, coats or robes in
parked automobiles.
Don't leave wagon unguarded in the
shopping district.
Don't join a crowd in the street after
in incident.

It must be evident that observance of

this advice will prevent the individual
from playing into the hands of the
crooks.

THE SUBSIDY BILL.

Actuated by the best of reasons was
President Harding when he made it
known to the senate committee that he
would prefer the killing of the ship
subsidy bill entirely rather than the
passage of it with the provision restrict-
ing the subsidy payments to annual ap-
propriations by congress.

By the bill a ten year subsidy was
provided for. By the amendment re-
stricting the expenditures to the action
of congress each year the bill is crippled
and it is impossible to look upon the
amendment as having been offered
with any other intention. It can be
appreciated that no shipping concern is
going to enter business, and no capital
is going to be attracted to shipping ac-
tivities through subsidy legislation if it
is going to be necessary to depend upon
the action of congress each year.

There is plenty of evidence of the sit-
uation in which those depending upon
such legislation would be placed, when
consideration is given to the shipping
activities which have marked the re-
cent special session of congress and
which may even be pursued in regard
to the subsidy bill.

If there is going to be any encour-
agement given to shipping through the
proposed legislation there must be an
assurance that it will be positive through
a certain period. The idea of subject-
ing business to the whims of congress
from year to year is ridiculous.

The thing that is the president
suggests, any lukewarm attitude that
permits a measure that blocks the very
thing that is aimed at is worse than
nothing at all. Instead of putting forth
a subsidy bill that can never amount to
anything let it be killed.

There should be one thing or the other.
Either we should take action for the
purpose of bolstering up and protect-
ing our merchant marine for the
benefit it will be to the nation, or else
we should get rid of them and that
heavy yearly loss which is now saddled
on the government for a lot of idle
ships. Playing politics with it will only
make a bad situation worse.

THE POSTAL SERVICE.

In the past year according to the re-
port of the postmaster general there
have been introduced economies which
have resulted in the cutting of the de-
partment deficit by \$28,000,000. That
figure alone that it has been consid-
ered so that expenditures and receipts
balanced. That is in fact a department
where deficits are more likely than sur-
pluses because of the very fact that it
is operated for the purpose of giving
service to the people and that service,
and service is far more important
than a surplus. When the aim is only
a surplus the service suffers.

Not only increased economy but
efficiency has been the aim of the
postmaster general. The result of the
betterments will be more discor-
able as time goes on. Getting Burleson
out of the department is not as
easy as it was to get it in. Postal ser-
vice suffers not only from that, but
from curtailed mail service. Where
mail trains have been taken off through
lack of adequate passenger patronage
the department experiences conditions
for which it is not to blame. Even in
the case of the country postal service
which it doesn't figure that the deficit
can be cut down but through the
economies instituted and greater
efficiency another substantial reduction
is expected.

One of the important recommenda-
tions of Postmaster General Work is
in behalf of government ownership of
postoffice buildings. Instead of paying
something like \$12,000,000 annually for
rentals for postoffices he would have the
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methods is apt to follow the idea of
more impressive on paper than other-
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EDITORIAL NOTES.

With such a large drop in the income
tax receipts we must be getting back to
normalcy.

The weatherman knew how to stimu-
late an interest in the substitutes for
anthracite.

The man on the corner says: All that
some people seem to get out of life is
happiness.

What has become of the old fashion-
ed form of entertainment once known
as the hunking bet?

This is the time of year for mak-
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sidewalks during the winter time.

It must tickle the democrats to note
the way in which certain of the repub-
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hands.

Don't expect the postoffice to do the
impossible if you do not get your long
distance Christmas packages to it until
the last minute.

Perhaps the worst objection to the
payment of the coal tax is that it will
be imposed upon everything that is sold
for coal, whether it is coal or rock.

President Harding does the right
thing in returning the nomination of
Pierce Butler to the senate for con-
firmation as a justice of the supreme
court.

A man in Cleveland stopped to pick
up a slipper that had been dropped and
killed. It doesn't pay to put more
value on slipper than on your life these
days in the highways.

Clemenceau thinks the allies should
not have stopped this side of Berlin, but
possibly he also thinks there are, as it
is enough of the young men of the al-
lied countries in their graves.

That congressman who wants seven
percent beer probably believes it will
have to be that strong in order to in-
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home brew, hair tonics, wood alcohol
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sining says "every court in the land
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That chap who promised a green li-
quid as a substitute for gasoline was a
dreamer, but if another discoverer can
get twice as much gasoline from oil as
is now being obtained the price ought
to be easier and worry cease.

THE MAN WHO TALKS

The great migrations of the world have
always formed an important part of its
history. They have been remarkable
first of all, for moving generally in a
westward direction. This has been true
from the time when Abraham journeyed
from the land of the Chaldees to the
latest steamer passengers from Slovakia
to New York. It is likewise true that
the mass migration of all these peoples
has been the search for bread: the bet-
terment of physical conditions. Hence we
find, what we might naturally expect,
that they are for the most part those
best calculated to do the world's manual
labor. These peoples have found the
United States a sort of El Dorado because
there is so much manual toil to be done.
As they come here and find employment
at wages that almost stagger them—
first—we have been able to have our
manual work done. In time they become
fitted to take an upward step in the grad-
uated ladder of toil, and other unfortu-
nate races come to take their places.
These migrations from Europe have been
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Anyone acquainted with the history of
our common labor will realize how largely
we have depended on the immigrant.
It is within the memory of men now in
middle life when the Irish were mainly
those who wielded the pickaxe and shovel.
Later years have shown here in no in-
considerable numbers Lithuanians, Poles,
Italians, Slovaks and other people from
the south of Europe. But congress, after
a long and thorough examination of the
question of immigration, found it expedi-
ent to put restrictions on it to that ex-
tent that about one-tenth of the pre-war
rate of immigrants are coming to our
shores. Under these conditions we can-
not expect to have the same gain in the
coming years as formerly. The usual
influx of from 700,000 to 800,000 has
melted away to about 75,000, and nearly
two-thirds of these are women and chil-
dren. For trustworthy statistics on the
subject, the writer is indebted to the
National City Bank Bulletin of New
York, which is the expert management
of George E. Roberts, who has spe-
cialized in this question.

Mr. Walpole in his interesting lecture
of Nov. 27 told of a lady riding in the
company of a man who was a native of
her. Glancing at the book, he found
that it was one of his own. Naturally he
was interested in the book and the
pages were carefully read. Then interest
seemed to lose somewhat of its tension.
Pages began to be turned more rapidly.
The book was turned over and the iden-
tification. At last she threw the book
across the compartment in anger. Re-
marking that "the man who wrote that
book ought to be shot," Mr. Walpole did
not express any surprise at the woman's
conduct. He probably sensed the situa-
tion in its true light that no book was
ever written which anybody did not
say "The man who wrote that book
ought to be shot." Mr. Walpole also knew
that one-half of the people of the British
Empire had said the same thing it would
have been no valid criticism of the work
of the book. The more the criticism the
better it sells.

Criticism is probably the strongest
of the human mind. There is no standard
basis on which it rests. Two men of
different temperaments look at any work
of man. One of them looks at the work
of the people of the world of handicraft,
the other will pronounce it the work of
monsters. Criticism is never more
than what the critic thinks the other fel-
low ought to have said and done, but
didn't. There can be no standard
criticism as long as no two persons think
alike. There is a value in criticism in
the people of this country postal ser-
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COMMANDER WILD'S EXPOSITION INTO ANTARCTIC

London, Nov. 15.—Commander Frank
Wild, who succeeded Sir Ernest Shack-
leton as leader of the Quest expedi-
tion to the Antarctic, lecturing be-
fore the Royal Geographical society in
London on the work accomplished,
explained the difficulties encountered
during every stage of the expedition.
Wild, who is the commander of the
Quest, which is the best of the better
Lisbon, Madeira and St. Vincent, and
caused considerable delay. We reached
St. Paul's Rock on Nov. 3. The ship
was immediately surrounded by num-
bers of sharks. We effected a landing
which was difficult on account of the
swell. Wilkins and Marr made bi-
ological collections and took photo-
graphs of birds and fish. Douglas and
Dell carried out an accurate survey
and made a geological examination of
the island. Huxsey and Carr did me-
teorological work.

Further engine trouble caused Sir
Ernest to put into Rio de Janeiro for
another complete overhaul. This con-
sumed a month of valuable time, and
compelled an alteration of the pro-
gram. It was now impossible to visit
Cape Town and Green Cape in time
for the season. Sir Ernest decided to
proceed straight to South Georgia, and
go direct to the ice. Our special equip-
ment and clothing went to Cape Town
and an amount of scientific gear. We
had to do without. We reached South
Georgia on Jan. 4, when Sir Ernest
and Shackleton died suddenly. This
tragic occurrence I do not deal with
here.

In assuming command I had a dif-
ficult problem which can be fully re-
sulted in the improvement of one-
teacher schools in many ways. School
platforms have been enlarged in order to af-
ford ample space for the playground.
Playground equipment has been added;
new buildings have been constructed in
conformity with the best standards of
architecture and sanitation. Old build-
ings have been remodeled in such a
manner as to furnish sufficient lighting
area and the proper entrance of light.
Outdoor toilets have been made dry,
proof, clean, and sanitary, and in some
instances indoor toilets have been in-
stalled. Both the physical and instruc-
tional equipment of the schools has been
improved. The length of the school year has been
increased. Teachers' salaries have been
raised. With the increase in salaries
and the better preparation of teachers,
the good buildings, adequate equipment and
better salaries have been an incentive
for good teaching to remain in the dis-
trict from year to year. The average
daily attendance has increased. Best of
all there has been an awakening on the
part of the community in education.

On Jan. 30 we reached the charted
position of Pagoda Rock, when we
made a traversing cruise and made a
series of soundings. There was no sign
of it, and it may be safely wiped off
the map.

On Feb. 4, we encountered pack
ice, and pushed into it. On Feb. 7,
we were beset and frozen in. We broke
out, but after return about sev-
enty miles, we were again beset and
frozen in. We reached the farthest south
position on Feb. 11. Soundings had
shown a marked and rapid shoaling
of the general area, and the proximity
of land. Further progress was impos-
sible on account of the density and
thickness of the ice, and failing
temperature conditions. We returned
in order to avoid being beset and frozen
in.

On Feb. 13 a serious fire broke out
which was extinguished by means of
extinguishers of the carbon dioxide
producing type. On Feb. 15 we entered
open, open pack, and for the time
being were able to make progress. We
reached South Georgia on Feb. 17. We
turned again in another attempt to
reach land. On the 24th we were com-
pelled to leave the ice and return to
open sea. On March 13, in making
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Over 67 Years of Success

It was useless, owing to the loss of
directive power at the poles.
Engine trouble, and the lack of
elaborate equipment of the Quest,
Commander Wild said: "The expedi-
tion left London on Sept. 17, 1921. The
travels which occurred at present time
putting in of oil engines proved to be
a great misfortune, for soon after
we had started we had engine trou-
ble which compelled us to prevent the
Lisbon, Madeira and St. Vincent, and
caused considerable delay. We reached
St. Paul's Rock on Nov. 3. The ship
was immediately surrounded by num-
bers of sharks. We effected a landing
which was difficult on account of the
swell. Wilkins and Marr made bi-
ological collections and took photo-
graphs of birds and fish. Douglas and
Dell carried out an accurate survey
and made a geological examination of
the island. Huxsey and Carr did me-
teorological work.

Further engine trouble caused Sir
Ernest to put into Rio de Janeiro for
another complete overhaul. This con-
sumed a month of valuable time, and
compelled an alteration of the pro-
gram. It was now impossible to visit
Cape Town and Green Cape in time
for the season. Sir Ernest decided to
proceed straight to South Georgia, and
go direct to the ice. Our special equip-
ment and clothing went to Cape Town
and an amount of scientific gear. We
had to do without. We reached South
Georgia on Jan. 4, when Sir Ernest
and Shackleton died suddenly. This
tragic occurrence I do not deal with
here.

In assuming command I had a dif-
ficult problem which can be fully re-
sulted in the improvement of one-
teacher schools in many ways. School
platforms have been enlarged in order to af-
ford ample space for the playground.
Playground equipment has been added;
new buildings have been constructed in
conformity with the best standards of
architecture and sanitation. Old build-
ings have been remodeled in such a
manner as to furnish sufficient lighting
area and the proper entrance of light.
Outdoor toilets have been made dry,
proof, clean, and sanitary, and in some
instances indoor toilets have been in-
stalled. Both the physical and instruc-
tional equipment of the schools has been
improved. The length of the school year has been
increased. Teachers' salaries have been
raised. With the increase in salaries
and the better preparation of teachers,
the good buildings, adequate equipment and
better salaries have been an incentive
for good teaching to remain in the dis-
trict from year to year. The average
daily attendance has increased. Best of
all there has been an awakening on the
part of the community in education.

On Jan. 30 we reached the charted
position of Pagoda Rock, when we
made a traversing cruise and made a
series of soundings. There was no sign
of it, and it may be safely wiped off
the map.

On Feb. 4, we encountered pack
ice, and pushed into it. On Feb. 7,
we were beset and frozen in. We broke
out, but after return about sev-
enty miles, we were again beset and
frozen in. We reached the farthest south
position on Feb. 11. Soundings had
shown a marked and rapid shoaling
of the general area, and the proximity
of land. Further progress was impos-
sible on account of the density and
thickness of the ice, and failing
temperature conditions. We returned
in order to avoid being beset and frozen
in.

On Feb. 13 a serious